nited States Department of the Interior
lational Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Las Vegas High School Neighborhood Historic District

other names/site number N/A

2. Location

street & number Roughly bounded by E. Bridger St; S. 9th St.; E. Gass St.; and S. 6th Street. ☐ not for publication

city, town Las Vegas ☐ vicinity

state Nevada code NV county Clark code 003 zip code 89101

3. Classification

Ownership of Property	Category of Property
☒ private	☐ building(s)
☒ public-local	☒ district
☐ public-State	☐ site
☐ public-Federal	☐ structure
	☐ object

Number of Resources within Property

Contributing	Noncontributing	
150	86	buildings
		sites
		structures
		objects
150	86	Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 4

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Ronald M. Jones — 12/19/90

Signature of certifying official — Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the National Register. ☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

Signature of the Keeper — Date of Action

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)
Architecture
Community Planning and Development

Period of Significance
1928-1941

Significant Dates
N/A

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
George Ferris & Son (Lehman)/ Architects
James Fleming/ Architect
SEE Continuation Sheet.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SEE Continuation sheets.

☒ See continuation sheet

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Summary

The Las Vegas High School Academic Building and Gymnasium are two, Art Deco style public buildings constructed as part of a three-building educational complex completed by the City of Las Vegas in 1931. Designed by the Reno architectural firm of George A. Ferris and Son, the buildings retain a high degree of architectural integrity and their educational use. The third building in the original complex was destroyed c. 1950.

Site

The Las Vegas High School campus occupies a city block bounded by Seventh, Bridger, Ninth and Clark Streets in downtown Las Vegas. The Academic building and Gymnasium occupy the northeast corner of the Las Vegas High School campus, a seven building educational complex also incorporating tennis courts, basketball courts, a football stadium and track. (See site plan) The high school serves as a focal point for the surrounding residential neighborhood which was developed in the 1930's and is characterized by low scale, period revival dwellings.

Elaboration

ademic Building

The Las Vegas High School Academic Building is a two story, reinforced concrete building oriented along a northeast-southwest longitudinal axis fronting Seventh Street. The sixteen by five bay, symmetrical building is supported by a concrete foundation and rises to a flat roof. The 208'-0" x 82'-0" structure utilizes a five-part design incorporating a central three bay entrance pavillion linked to projecting corner towers. Bay divisions are defined by abbreviated buttresses. The building is banded by an elaborate frieze incorporating stylized floral and vegetal motifs. A secondary chevron frieze is found between the wall buttresses on the north west elevation.

The principal entrance to the building is located on the northwest elevation and is reached by way of an open granite stair defined by tapered side walls. The highly ornamented entry includes double, raised panel, wooden doors enframed by simple wood surround. A fifteen light transom is found above the entry and is enframed by a simple wooden surround. The door and transom is slightly recessed from the wall plane. The bay opening is enriched by a relief incorporating floral, fauna and stylized Indian motifs. Above the bay opening is found a three panel relief with stylized figures.

Basement level window are double, three-light-over-three-light sash while second and third story windows are double, nine-light triple sash.

The northeast building elevation includes a central bay entry with double, raised ıel doors and a ten-light transom. The entry is housed beneath a shallow, quatrefoil ‹‹ch enriched by an elaborate arch relief. The Academic Building is the largest and most imposing building on the high school campus and serves as the central focus for the complex. Originally housing administrative offices, classrooms, library, science

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 3 Page 1

Properties previously listed on the National Register

Las Vegas High School Academic Building and Gymnasium, 315 South Seventh Street, built 1930-31 and listed on the National Register September 24, 1986. (Includes two contributing buildings.)

Jay Dayton Smith House, 624 South Sixth Street, built 1931-32 and listed on the National Register February 20, 1987. (Includes two contributing buildings.)

9. Major Bibliographical References

SEE Continuation sheets.

[xx] See continuation sheet

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [xx] State historic preservation office
- [xx] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository:

~~Nevada State Museum and Historical~~ Society - Las Vegas

10. Geographical Data

Acreage of property approximately 60 acres

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	11	667360	4103720	B	11	667565	4103610
C	11	667380	4103180	D	11	667030	4103080

[ ] See continuation sheet

Verbal Boundary Description

SEE Continuation Sheet.

[xx] See continuation sheet

Boundary Justification

SEE Continuation Sheet.

[xx] See continuation sheet

11. Form Prepared By

Dorothy Wright and

name/title Richard A. Bernstein, Architectural Historian

organization Division of Historic Preservation and Archeology date Dec., 1990

street & number 123 W. Nye Lane telephone 687-5138

city or town Carson City state Nevada zip code 89710

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Describe present and historic appearance.

The Las Vegas valley is situated within the basin and range province of the southern portion of Nevada at an approximate elevation of 1950 feet above sea level. The region is characterized by sharp, rugged, north-to-south trending mountain ranges separated by wide alluvial-filled valleys and gently sloping alluvial aprons at the mountains' bases.

A number of mountain ranges surround the valley. On the northern edge are the Las Vegas, Sheep, Desert, and Pintwater Mountains. On the west are the Spring Mountains. The southern boundary is formed by the River and McCullough Ranges and Frenchman's and Sunrise Mountains.[1]

Abundant natural springs have long made the site of the City of Las Vegas attractive to Indians, early explorers and other pioneers, to Mormons who established a short-lived fort in 1855, and to ranchers. The availability of water and its location halfway between Los Angeles and Salt Lake City motivated its official founding in May, 1905 as a town and as a division point on the San Pedro, Los Angeles and Salt Lake Railroad. The railroad company established a subsidiary, the Las Vegas Land and Water Company, to lay out a townsite and to auction off the lots.

Located immediately to the south and west of the Las Vegas High School, the Las Vegas High School Neighborhood Historic District primarily consists of approximately six full blocks and parts of another seven blocks of middle-class, pre-World War II housing. The Las Vegas High School, already listed on the National Register, occupies an oversized lot of its own, and defines the northeast corner of the district. The district is roughly bounded by E. Bridger Street to the north, the service alley in between Las Vegas Boulevard (also known as Fifth Street) and S. Sixth Street to the east, E. Gass Street to the south and the service alley between S. Ninth and S. Tenth Street to the west.

The district encompasses parts of two separate subdivisions - the Wardie and the South additions. The blocks of the Wardie addition (platted in 1914, but generally undeveloped until the late

---

[1] On Common Ground: Las Vegas As A Cultural Frontier In Prehistory; Las Vegas, Environmental Research Center, 1984; p. 20.

Lot size → 1920s and then throughout the 1930s) are generally 300 feet by 400 feet while those of the South Addition (platted in 1926) are generally of the same dimensions. The lots of both additions are regularly divided and have a frontage of twenty-five feet and a depth of 140 feet. Most of the homes and buildings in the district occupy at least two or three lots and oftentimes more. The * streets of both the Wardie and South Additions, like those of all the early developments in Las Vegas, parallel the railroad tracks. This pattern emphasized the town's early dependence upon and orientation toward the railroad.

Setback → The majority of homes are uniformly setback from the street, an important unifying feature. Most have detached garages situated towards the rear of the lots and adjacent to the service alleys running up the center of each of the district's blocks. The use * of service alleys is one of the more important distinguishing factors that this Pre-World War II neighborhood retains. Much of the rest of the city today consists of a "super-grid" covering nearly 100 square miles of east-west and north-south streets at approximately one mile intervals. This immense and repeatable supergrid has been laid over the much smaller and more self-contained pre-existing city of Las Vegas, of which the Las Vegas High School Neighborhood Historic District is a part.[2]

Architectural Character

The Las Vegas High School Historic District is the oldest residential neighborhood within the city of Las Vegas which retains its architectural and historic integrity. The historic district consists primarily of single-family residential structures, the majority of which contribute to the district's architectural and historic character. The district also includes several multiple-family dwellings, one large educational facility (the Las Vegas High School) and one religious structure (the Las Vegas First Ward Church of Latter-day Saints).

Most of the buildings within the district are modest middle-class, single-family dwelling units. Almost all are oriented to the numbered streets running north-south. A handful of homes

---

[2] Charles Hall Page & Associates, Inc., Historic Preservation Inventory & Planning Guidelines; City of Las Vegas; San Francisco, California, Charles Hall Page & Associates, Inc., 1978; p. 15.

face the named streets running east-west. Many of the district's buildings depend upon a frame-and-stucco form of construction. Many utilize architectural elements and design features of a wide variety of period revival styles. These include the Pueblo Revival, Mission Revival, Spanish Colonial Revival and Tudor Revival styles; although most are restrained in their ornamentation and vernacular in their design. The district also includes a number of Moderne-styled residences. Examples of these architectural styles are not generally found in any other part of the city.

The district contains a number of consciously-designed structures. The following presents some biographical information about some of the city's more important architects and construction professionals, some of whose work still survives within the proposed historic district.

Hampton Brothers

The four Hampton brothers (Robert, Roscoe, Henry and Elmer) were originally born and raised on a farm in Wray, Colorado. They moved to Kansas City at one point, but eventually gravitated to Southern Nevada in 1929 to work on the construction of Boulder Dam. They were all carpenters. They had learned their skills from living on a farm and from building homes nearby.

They remained in that employ for a little over two years before moving to the Las Vegas area and establishing themselves in their own construction firm. Each of the four brothers were equal partners in the firm. Their first contract in Las Vegas was to put in a basement for Jim Cashman Sr. in 1932.

Las Vegas was growing in the 1930s, unlike most of the country, because of the Depression. Robert Hampton, Jr., the son of one of the brothers, feels that Las Vegas basically escaped the Depression because of construction of the Dam and the economic benefits it brought for Las Vegas and the region.

Robert Hampton Sr. lived outside of town (approximately N. 25th and Stewart) where he owned five acres of land. Robert Jr. says his father lived there because he had a big family (five sisters) and needed the extra room. The other three brothers did not have the same family responsibilities as Robert and chose to live in town instead. Roscoe lived within the proposed historic district and the high school neighborhood at 607 South Seventh.

George Franklin may have lived on Park Paseo + 9th St.
+ John Laur

Henry Hampton lived at 808 South Third Avenue, just north of the proposed historic district.

Generally they did not draft their projects before building them and rarely worked on big projects that required an architect. At one point the Hampton Brothers employed as many as 100 carpenters. They specialized for the most part in building tailor-made houses. Robert Jr. says this was the era before they started building tract homes and that they would simply sketch a design in pencil and just go ahead and build it. Robert Jr. in a recent telephone interview compared the process to cabinetry work.

Occasionally the Hampton Brothers tried to build a house as quickly as possible, just for the challenge of it. Robert Jr. recalls how they actually raised an entire frame for a house in a single day (somewhat similar to a barn raising). They often worked with the Carson boys, another construction firm originally from Colorado.

Robert Jr. vaguely recalls that the Hamptons worked with an architect by the name of Harvey Bradley (sp?), who occasionally came up from Southern California. They worked together for only a short time. Robert Jr. also recalls how the Hampton Brothers, would stay up at nights to do their "cost estimating." He says that was in "the days without calculators and everything was done in pencil."[3]

Structures within the district built by the Hampton Brothers include the following:[4]

802 E. Bonneville Avenue (1931)
Jay Dayton Smith House (1932 - Listed on the National Register)
624 S. Sixth Street (1932)

---

[3] Telephone Conversation with Robert Hampton Jr. with Richard A. Bernstein, Architectural Historian on January 18, 1990. Robert Hampton Jr. is the son of Robert Hampton Sr., one of the four brothers that comprised the Hampton Brothers' firm.

[4] Unless otherwise mentioned, all the structures attributed to the following builders or architects are located in Las Vegas. Those structures listed here and outside of the proposed historic district have not been field checked and it is not known if they still survive or if they retain their historic integrity.

615 S. Sixth Street (1938)
700 S. Seventh Street (1938)
610 S. Seventh Street (1939)
617 S. Ninth Street (1939)
621 S. Ninth Street (1939)

Other buildings constructed by the Hamptons:

Al Wengert House (date unknown)
Ron Brown (ex-State Senator) House (date unknown)
American Legion Building (date unknown)
First Bowling Alley in Las Vegas (date unknown - now demolished?)
Hidden Well Dude Ranch (date unknown)
Sam Gay House (date unknown)
Dr. R.D. Balcom House (date unknown)
816 South Third Street (1931)
Henry Hampton House, 818 South Third Street (1931)
201-223 Bridger Street (1931)
327 North Ninth (1932) (Addition - 1954)

Ferris & Son

George Ferris ran an architectural firm in Reno, and often worked closely with Frederick J. DeLongchamps. George Ferris designed the Governor's Mansion (1909) in Carson City and four Mission Revival schools in Reno - McKinley Park (1909), Mount Rose (1912), Mary S. Doten (?) and Orvis Ring (?).

The elder Ferris was soon joined by his son, Lehman, at which point the firm was renamed Ferris & Son. Lehman A. Ferris was born May 14, 1893, the son of George and Doris Ferris. His father, although never formally trained, established an architectural practice after moving to Nevada in 1908. By 1910, the elder Ferris was so inundated with work, that his son started to assist in writing specifications. In 1911, Lehman began his formal education when he entered the electrical engineering program at the University of Nevada in Reno. The lack of family finances cut Lehman's education short and he never graduated.

After World War I. Lehman began full-time work for both his father and Frederick J. DeLongchamps as a specifications writer. Lehman supervised the construction of a grammar school in Elko, and the Humboldt County courthouse and the Humboldt hotel, both located in Winnemucca. The firm of Ferris and Son was formed soon thereafter. Perhaps their largest commission came in 1928

when they designed the Las Vegas High School, a part of the proposed historic district. Because of the economic conditions during the Depression, their firm was dissolved in 1932. George Ferris took a job as the State Architect for the Federal Housing Administration and Lehman continued to practice privately.

After working as an electrician, draughtsman, specifications writer, and superintendent of construction with various mining operations, Lehman Ferris began work for the State Highway Department. In 1935, a new Democratic administration under Governor Carvill took office and Lehman was pressured to resign. He then became Reno's first building inspector. Working at home at night, it was then Lehman began to develop an architectural practice of his own.

In the mid-1940s, Lehman left his job with the city, revived his architectural practice full time and formed a partnership with Graham Erskine. Examples of structures designed by this firm include the Reno High School, Wooster High School, Hug High School, the Nevada State Legislative Building and Harold's Club. Both Ferris and Erskine were instrumental in establishing a licensing board for architecture in Nevada in the 1940s. As a result, Lehman has Nevada Architectural License No. 1.

Structures built by Ferris & Son inside the historic district:

Las Vegas High School (1931)

Pacific System Homes, Inc.

On January 8, 1932, the Pacific Systems Home, Inc. announced in the Las Vegas Review-Journal the completion of the Blakey apartments at the corner of Sixth and Carson streets and that they were open for inspection by the public. The president of the corporation, W.P. Butte, mentioned that the Blakey apartments represented "the highest achievement of his organization in producing an edifice of this character." Clough's office was in the Blakey Apartments at 201 South Sixth Street.

Butte addressed the issue of Las Vegas's future prospects for growth and continued development.

> Our activity in Las Vegas and vicinity, combined with the completion of this beautiful apartment home makes us feel more certain than ever of the development that

> will take place by reason of the construction of the Hoover Dam.

Two earlier examples of pre-cut homes survive within the historic district. They are attributed to the Pacific Ready Cut (also spelled Readicut) Company, Los Angeles, California. It seems probable that the two different names represented the same company at different stages in its existence, the change coming sometime late in 1931.

Pacific Systems Home, Inc., was established in Los Angeles c. 1908. Establishment of the company in Las Vegas can be traced back to 1929. Frank Lusson of 620 South First Street was the company's authorized builder in Las Vegas from at least 1929-1931. Lusson had been with the company for 17 years, indicating perhaps that he moved to Las Vegas rather recently, with most of his experience coming from his previous time in Los Angeles. A July, 1931 article in the Las Vegas Review-Journal mentions that seventeen projects utilizing the Pacific Readicut system were presently underway.[5]

A sizeable number of plans and designs were available to the prospective homeowner. One newspaper ad mentions that there were

> . . . over 1800 Pacific System designs, from the mountain cabin to the modest bungalow or the palatial home. Also 'Special Plan Studies' of artistic exteriors, unique room arrangements and decorative treatments provided to the individual owner's preference.[6]

An earlier newspaper article indicates that the 24-acre plant facilities, located at 5800 South Boyle Avenue in Los Angeles,

---

[5] "Seventeen Homes Being Built of Pacific Ready Cut," Las Vegas Review-Journal, July 15, 1931, p. 4:6.

[6] A full page of newspaper articles and ads concerning the opening of the Blakey Apartments for public inspection, Las Vegas Review-Journal, January 8, 1932, p. 7.

also included a number of fully-assembled models available for inspection on their "exhibition grounds."[7]

Once the home was ordered, the plant in Los Angeles would pre-cut all the necessary materials. The home would then be assembled on site by a local authorized builder. Newspaper articles and ads strongly emphasized the economy of scale and the company's nearly almost 23 years of experience in building homes as selling points.[8]

Pacific System Homes, Inc. outside of the historic district:

Blakey Apartments (1931)
812 South Sixth Street (1931)

Pacific Ready Cut Homes, Inc. within the historic district:

~~711 S. Sixth Street (1929).~~
517-519 S. Sixth Street (1930)

Samuel J. Shaw

Samuel J. Shaw first moved to Las Vegas from Nephi, Utah as a child with his family in 1917. Sam Shaw Sr. was a rancher and purchased a home on Fifth Street in which he and his family lived. The elder Shaw also purchased another eighty acres eight miles south of town, presumably for ranching purposes.[9]

The first known reference of Samuel J. Shaw's life as a construction professional is dated January 1930. As early as 1928, the building crafts in the city sought to organize themselves and to form the Las Vegas Protective Building Trades Association, with Shaw as its first chairman. Their primary concern seems to have been the prevailing wages for each of the building professions. Later meetings were held in Shaw's home at 521 South Sixth street; a house within the proposed historic that Shaw had built himself and has since been replaced with a 1949 structure. In

---

[7] "Seventeen Homes Being Built Of Pacific Ready Cut," Las Vegas Review-Journal, July 15, 1931, p. 4:6.

[8] Las Vegas Review-Journal, January 8, 1932, p. 7.

[9] "Local Notes," Las Vegas Age, November 10, 1917, p. 3:3.

March 1932 the organization adopted the name Contractors' Association of Las Vegas and was "fashioned after the organizations of this type throughout other cities of the United States."[10]

One of Shaw's largest commissions was the Ronnow Building on South First Street, a half-block south of Fremont Street. The two-story commercial structure was designed and built by Shaw, utilizing "22,000 hollow concrete tiles" manufactured by the Nevada Concrete Block company, a recently-organized Las Vegas firm.[11]

The following August, Shaw was awarded the contract to build the Pico Apartments to be located at 431 South Third Street. Construction was financed and designed by Dr. Louis C. Pico.

> The apartments consist of four separate structures, two on each side of a concrete walk with a grape arbor in the rear leading to the residences of the proprietor.
>
> Spanish style, they are of frame stucco, immaculate white exteriors, the front structures connected with a graceful arch under which the walk passes.
>
> Careful attention to details mark the construction work of Sam Shaw and his men, builders of the apartments.
>
> Three feet of air space above the ceilings insures insulation against temperature extremes.[12]

Structures built by Shaw outside the historic district:

524 South Sixth Street (1930 - since demolished)
Ronnow Building, 120 South First Street (1931)
Unknown Dwelling, corner of Mesquite and State Streets (1931)
Pico Apartments, 431 South Third Street (1931)

---

10 "Vegas Contractors Form Organization," Las Vegas Review-Journal, March 31, 1932, p. 1:6.

11 "Ronnow Building Fine Addition Vegas Business," Las Vegas Review-Journal, July 13, 1931, p. 5:1-8.

12 "Pico Apartments Are Open For Inspection During This Week," Las Vegas Review-Journal, August 12, 1931, p. ?:1-8.

Max Tenesch building, South First street between Bridger and Carson Streets (1931)
Las Vegas Club addition (1931)

Structures built by Shaw within the historic district:

Samuel J. Shaw house, 521 South Sixth Street (1930 - since demolished)
Robert B. Griffith House, 408 South Seventh Street (1931)
506 South Seventh (1931)

Harrison Stocks

Stocks was married in the Los Angeles area to Louise (maiden name unknown) Stocks in 1907. They were separated in 1927, just previous to Harrison's relocation to Las Vegas. The couple had two children; Grace born c. 1906 and Harrison born c. 1916.[13]

One of the earliest known newspaper references to construction by Stocks is dated July 7, 1931. The article announces the Harry Carner House, a five-room residence costing $2,000, on the corner of Bridger and South Eighth Streets as a "New Model Home To Be Open For Public Inspection" and that the builder and designer, Harrison Stocks, will be there "to point out and explain fine points in construction and finishing of the home."

The same article goes on to mention that the "Spanish and Moorish styles of architecture [were] combined for unique effect" and that "[t]he structure is distinctly [of] desert type construction, the round, built-in tower effect in the corner of the porch lending a decidedly Asiatic atmosphere, with the rustic gates and patio wall effect reminiscent of the Spanish."

Stocks had just completed a residence for $2000 for Tom Peck, retired general passenger agent for the Union Pacific in Alhambra (near Los Angeles) where he had worked previously as a builder. Projects Stocks also had underway then included the

---

13 "Short Stories of Las Vegas Folks," Las Vegas Review-Journal, 2:3.

home and a new residence for Dr. J.N. Van Meter in the Park Addition.[14]

A May 1932 advertisement in the Review-Journal for the grand opening of Smith's Root Beer Stand in Boulder City mentions that the structure had just recently been completed by Harrison Stocks, General Contractor. In June of the same year Stocks was awarded his first known contract for a commercial structure in Las Vegas by the partnership of Lowry and Kennedy, proprietors of the L & K Markets.

> The new structure, which will represent an investment of $10,000, will be constructed on the Southeast corner of Second and Bridger streets.
>
> The building itself will be 40 by 100, and will sit well back on the property, the entire remainder of the lot being given over to parking space for the convenience of the housewives patronizing the institution.[15]

In February 1933, Stocks won a very prestigious contract for the building of the A.W. Ham house, located at the corner of Charleston Boulevard and Second street. At the same time, Stocks was at work constructing a home directly adjacent for District Attorney Harley A. Harmon and his wife. This might have been the first instance when Stocks built a structure designed by an architect, in this case by H. Clifford Nordstrom. Construction was projected to cost $15,000.

> Being of Norman English style of architecture, that motif will be carried out in its entire construction, stucco, brick, slate and stone, with clapboard and beams, each playing its respective part in gaining the desired effect.
>
> A unique nautical arrangement will be worked out in the boys' bedroom, where, instead of beds, bunks will be erected, and portholes instead of windows, will bring

---

[14] "New Model Home To Be Open For Public Inspection," Las Vegas Review-Journal, July 18, 1931, 2:1-8.

[15] "Contract for Ham Home Given Stocks," Las Vegas Review-Journal, February 21, 1933, p.2:3.

> in fresh air and sunshine. Ship lanterns and compass linoleum will be among the outstanding features. Shop pine will be used in finishing the room.[16]

The construction of the well-appointed Harley Harmon house, also known as "The Pines," was completed very soon after that of the A.W. Ham house, this time without the assistance of a professional architect. A March 1933 article describes the house in great detail as the "Most Modern In Entire State of Nevada."

> As one views the house from the outside he is charmed with the balance and beauty of the line in its English architecture and the harmony of coloring of brown trim on the soft, grey stucco and the soft blended colorings of the flagstone in the front and garage courts. Stone columns balance the front of the yard and the drive will be connected with English box hedge and two large pine trees will be placed on either side to dignify the front facade.
>
> As one enters the beautiful stained English oak door with its massive hammered black iron hinges and hardware, he is announced with the soft, musical tones of Velvetone chimes and is delighted with the vista of the drawing room, a step down to the left, the wrought-iron and tile paved stairs in front, and a step down to the dining room at the right, both rooms secluded with silk tapestry, green and gold portiers. Back of the stairs is the guest lavatory and dressing room done in light yellow and orchid and at the right of the front door is a guest coat and golf club closet.[17]

By July 1933 and the completion of the A.W. Ham House, Stocks was advertising himself as a "contracting architect." Perhaps he felt that after finishing these two major commissions he had

---

[16] Ibid.

[17] "Harmon Home Most Modern In Entire State of Nevada; 'The Pines' on South Sixth Street Constructed by Harry Stocks," Las Vegas Review-Journal, March 4, 1933, p. 5:2-8.

graduated from being simply a contractor to something more refined.[18]

✳ In August 1935, the city of Las Vegas appointed a board of building examiners and appeals. Their function was to arbitrate in any inspection disagreements in the building industry. Stocks was one of five prominent local builders that also include the architect, A. Lacy Worswick, the builder Samuel J. Shaw, Roscoe Hampton and Ryland Taylor, all of which, except for Taylor, are known to have designed and/or built properties within the proposed historic district.

In October 1935, Stocks won the commission to build a new service station for General Petroleum. The $12,000 station was to be erected on the southeast corner of Fifth and Carson Streets. Berkeley Bunker, a resident of the proposed historic district, was named as its owner and manager.

> The station will be of all steel construction, colonial style, and will be constructed by the General Petroleum company. It will have six computing gasoline pumps, and will be equipped to render one stop service to all motorists.[19]

The next major commission for Stocks, and perhaps the largest to date, came in October 1936, when he was awarded the $25,000 contract for building the Las Vegas Elks home at Third and Carson streets.

> The building will occupy a space 62 by 102 feet, suitably placed in the 100 by 140 foot site owned by the lodge. It will be of concrete block construction facing Third Street.
>
> A basement will be devoted to gymnasium features for the members. . . The main floor will accommodate spacious clubrooms and a lodge hall . . .

---

[18] Advertisement, Las Vegas Review-Journal, July 15, 1933, p. 2:5-8.

[19] "New Gas Station In Vegas Planned," Las Vegas Review-Journal, October 31, 1935, p. 7:5.

> The building was designed by A.L. Worswick and promises to be one of the finest homes owned by the Elks in the State when completed.[20]

By November 1939, Stocks had established the Stocks Mill and Supply Co. The Mr. and Mrs. James Powers' house at 508 South Sixth Street (since demolished) was perhaps the first building designed and built by Stocks and his new company. A newspaper article describing the house concentrates on the structure's interior detailing.

> Cream colored cabinets gay with blue trim are set in the walls so that they are flush with the slightly dropped ceiling, thus forming one continuous line.
>
> In the breakfast nook is a charming bay window, an effect which Mr. Stocks achieved in other rooms as well by graceful triangular steel windows. Set into the bay is a blue leatherette cushioned seat. The breakfast table is of alternating blue and red bands of linoleum spaced by rings of chromium. This table, made by Stocks Mill and Supply Co., is as smart and modern a piece as one could find.
>
> Venetian blinds were used throughout the house and were furnished by the Stocks Mill and Supply Co.[21]

Later that same month, Stocks was made the building construction superintendent of a low-cost housing tract to consist of 75 homes within four blocks of the Grand View Addition for the firm Nevada Contractors, Incorporated. This was the second such project of its type in the city. Stocks was put in charge of sales as well as construction.

According to a front-page newspaper article, each of the homes would have a different exterior appearance although they would all share a similar floor plan.

---

20 "Elks Home To Be Ready In February," Las Vegas Review-Journal, October 19, 1936, p. 1:7.

21 "Unique Construction Details Seen in James Powers New Home," Las Vegas Review-Journal, November 20, 1939, p. 2:6-7.

They will be placed on 53 by 140 foot lots, facing the street and connected with an alley in the rear. The houses will have two bed rooms, a large living room, a kitchen, a breakfast alcove, a bath, and an attached garage, and will sell from $3900 to $4000. Part of the internal fixtures of each home will feature hardwood floors, inlaid linoleum, large electric water heaters, and electric air heaters.

An interesting feature of the new homes is that all of the attached garages will be placed on the north sides of the buildings, permitting use to the best advantage of south exposures for cool breezes in summertime, and sunshine in the winter.[22]

A later newspaper article indicates that this was a Federal Housing Authority funded project.[23]

Structures designed and/or built by Stocks outside historic district:

Vernon Bunker House (1930)
✳ Dr. J.N. Van Meter House (1930)
Harry Carner House (1930)
Smith's Root Beer Stand, Boulder City (1932)
L & K Market Building, Corner of Second and Bridger (1932)
Harley A. Harmon House (1933)
A.W. Ham House (1933)
General Petroleum Service Station (1935)
Las Vegas Elks Home (1936-7)
James Powers House, 508 South Sixth Street (1939 - Demolished)

Structures designed and/or built by Stocks inside historic district:

729 S. Seventh Street (1936)

---

[22] "New Housing Unit Started in Las Vegas; 75 New Structures to be Built on North Ninth Street," Las Vegas Review-Journal, November 23, 1939, p. 1:4.

[23] "Buck's Addition Grades Sought," Las Vegas Review-Journal, December 22, 1939, p. 1:6

Warner & Nordstrom

Little is known about the architectural firm of Warner and Nordstrom. The firm consisted of Paul A. Warner and H. Clifford Nordstrom. The earliest known local newspaper references dated February 1929, concern Paul Warner's design of the Egyptian Hotel.

In May 1932 the firm of Warner and Nordstrom undertook a $20,000 commission to design the headquarters for A.C. Grant, an auto dealership. The partnership was dissolved in February 1932. Nordstrom went on to design the addition to the Overland Hotel and A.W. Ham House on his own soon thereafter.

Structures designed by Warner & Nordstrom within the district:

J. Dayton Smith House 624 South Sixth Street (1932)

Structures designed by Warner & Nordstrom outside the district:

Beckley House (1931)
Silver Building Supply Warehouse (1931)
A.W. Ham Commercial Building (1931)
A.C. Grant Headquarters at Third and Fremont (1932)

Structures designed by Paul A. Warner outside the district:

Egyptian Hotel (1929)
Meadows Hotel (1931)

Structures Designed by H. Clifford Nordstrom outside the historic district:

Overland Hotel Addition (1932)
A.W. Ham House (1933)

Arthur Lacy Worswick

A. Lacy Worswick was perhaps the most important architect in Las Vegas during the booming growth period of the 1930s and 40s. His designs can still be seen throughout the city and include many of the city's most significant structures. Worswick studied architecture at Kansas State University in the early 1900s. In 1904 he joined San Francisco's Bureau of Architecture. After the destructive earthquake of 1906, Worswick won a number of commis-

sions that established his reputation and skill as an architect. By 1910 he was placed in charge of reviewing the construction of the city's schools. By 1912, Worswick became the chief of the Bureau, holding that position until 1929.

It was soon thereafter that Worswick moved to Las Vegas and reestablished a private architectural practice. His reasons for the move are unknown, but they might have been related to the economic conditions brought on by the Depression and the opportunity Worswick envisioned for Las Vegas based on the commitment the federal government was making to Southern Nevada in terms of constructing Hoover Dam.

One of his first designs in the area was the Stephen R. Whitehead House in 1929, to be followed by the Henderson House in the following year. In 1931, he designed the Las Vegas Hospital and the Apache Hotel at Second and Fremont, regarded by many at the time as the city's plushest hotel. By 1936, Worswick was active enough to announce to the Las Vegas Age that he was drawing up plans for two or three new homes every week. In 1938, Worswick designed the Art Deco Lincoln County Courthouse in Pioche. Worswick was active up until at least 1947 when he designed the John S. Park School at Franklin and Tenth in Las Vegas.

Structures designed by Worswick within the district:

431 S. Sixth Street (1938)
704 S. Ninth Street (1930)

Structures designed by Worswick outside of the district:

520 S. Sixth Street (1938)

A property-by-property description within the proposed historic district follows:

PROPERTY NAME	DATE BUILT	NO. of CONTRIBUTING RESOURCES

421 S. Sixth Street — Built c. 1930 — (1) Contributing

A single-story, frame-and-stucco, vernacular Spanish Colonial Revival house. Wood-shingled, low-pitched gable roof over L-shaped plan. Originally built as a residence, it is now used as professional offices.

This residence was one of the first to be built east of Fifth Street and was originally built c. 1930 for Bryan Bunker, a prominent civic leader. Bunker began his career working at Will Beckley's store. He and a partner were the original owners of the Charleston Hotel.

Bryan Bunker was also an important leader of the Church of Latter-day Saints in Las Vegas. Bunker was the Bishop for the First Ward Church in Las Vegas from 1929-1936. In 1940 he became the Moapa Stake president. He devoted much of his life to having a temple built in Las Vegas.

425 S. Sixth Street — Built 1937 — (1) Contributing

A single-story, frame-and-stucco, vernacular Tudor Revival residence. High-pitched, cross-gabled roof over L-shaped plan. The front-facing (W) gable has wood trim to mimic a daub and wattle treatment. The picture window on the main (W) facade was added recently, while the remainder of the building seems to retain its original architectural integrity.

Built in 1937, this was originally built for Merlin and Vida Hardy and their three sons. Merlin Hardy was a rancher from the Moapa Valley, north of Las Vegas, and came to Las Vegas in the 1920s with his family to work for the local school district as a gardener. The house remains in family ownership and is now used as professional offices.

431 S. Sixth Street — Built 1938 — (2) Contributing

A single-story, frame-and-stucco residence designed by the local architect A. Lacy Worswick. It exhibits ornamental features associated with both the Spanish Colonial Revival and the Moderne styles. A low-pitched wood-shingled roof is surmounted by a centrally-located wood-louvered cupola.

The detached garage is original to the main house and although an attached carport has recently been added it still contributes to the character of the district. The property occupies a corner site on the northeast corner of S. Sixth Street and E. Bonneville. The main house is oriented towards S. Sixth, while the two-bay, stucco-exterior, garage faces south to East Bonneville.

The residence was originally built in 1938 for a total cost of $7000 for Jack Price, a retail clothing merchant. The house is now used for professional offices.

501 S. Sixth Street Built 1930 (1) Contributing
A single-story, frame-and-stucco, five-room vernacular Spanish Colonial Revival residence. Shallow-pitched, cross-gabled, mission-tiled roof over irregular plan. The entry and window openings are round-arched. The house occupies a corner lot on the northeast corner of S. Sixth Street and E. Clark Street. The main house retains its architectural integrity as a local representative example of the Spanish Colonial Revival in Las Vegas during the 1930s.

It was originally built for Arthur Gifford, a long-term mid-level railroad employee, for a total cost of $5,500. Gifford and his wife, Alice, continued to live there until the 1960s. The house is now used for professional offices.

501-A S. Sixth Street Built c.1975 (1) Non-contributing
The property includes a recently-built secondary residence that does not contribute to the proposed historic district.

509 S. Sixth Street Built 1947 (2) Non-contributing
A stone residence with a hipped roof sheathed with asphalt shingles. Subsequent additions have joined the main house with the stone detached garage situated towards the rear of the property. These two buildings are less than fifty years of age and do not presently qualify for the National Register, but should be reconsidered at an appropriate later date.

513 S. Sixth Street Built 1982 (1) Non-contributing
A two-story office building that is incompatible with the historic district.

514 1/2 Sixth Street Built 1930 (1) Contributing
A secondary frame-and-stucco residence that survives the main house (514 S. Sixth Street) since demolished.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Architect(s)/Builder(s):

George A. Ferris & Son [Lehman]/Architects
James C. Fleming/Architect
A. Lacy Worswick/Architect
Nordstrom and Warner/Architects

F.L. Andrews/Builder
O.H. Gulack/Builder
Hampton Brothers/Builders
O.H. Osborn/Builder
S.C. Rasmussen/Builder
Samuel J. Shaw/Builder
Harrison Stocks/Builder

PHOTO LIST FOR LAS VEGAS HIGH SCHOOL
NEIGHBORHOOD HISTORIC DISTRICT

SUBJECT LAS VEGAS HIGH SCHOOL NEIGHBORHOOD HISTORIC DISTRICT
DATE JANUARY 26, 1990
PHOTOGRAPHERS RICHARD A. BERNSTEIN, DOROTHY WRIGHT

Number	Subject	Direction
1.	Streetscape - S. 8th St. from E. Bonneville	Looking NE
2.	Streetscape - S. 8th St. from E. Garces	Looking NE
	[Note: Butte Apts. at the End of the Block]	
3.	Streetscape - S. 9th St. from E. Garces	Looking NE
4.	Streetscape - S. 9th St. from E. Garces	Looking NW
5.	Streetscape - S. 7th St. from E. Gass	Looking NE
6.	Streetscape - S. 7th St. from E. Gass	Looking NE
7.	Streetscape - S. 7th St. from E. Garces	Looking NW
8.	Streetscape - S. 7th St. from E. Bonneville	Looking NE
9.	Streetscape - S. 7th St. from E. Bonneville	Looking NW
10.	Streetscape - S. 6th St. from E. Bonneville	Looking NE
11.	Streetscape - S. 6th St. from E. Garces	Looking NE
12.	525 S. 6th St.	Looking NE
13.	519 S. 6th St.	Looking NE
14.	630 S. 7th St.	Looking NW
15.	525 S. 8th St.	Looking E
16.	503/513 S. 9th St.	Looking NE
	[Note: LV First Ward Church of Latter Day Saints]	
17.	529 S. 9th St.	Looking E
18.	Alleyway-Looking S from E. Clark St.	
	[Note: S. of E. Clark between S. 7th & S. 8th Streets]	
19.	800 S. 8th St. [during rehabilitation]	
20.	Alleyway - S. of E. Bonneville St.	Looking S
	[Note: Between S 8th & S. 9th St.]	
21.	609 S. 8th St.	Looking NE
22.	620 S. 7th St.	Looking SW
	[Note: Concrete brick residence w/extruded mortaring]	
23.	608 S. 7th St.	Looking SW
24.	521 S. 7th St.	Looking SW
25.	511 S. 7th St.	Looking SW
26.	425 S. 6th St.	Looking SE
27.	527 S. 6th St.	Looking NE
28.	610 S. 7th St.	Looking W
29.	501 S. 6th St.	Looking SE
30.	704 S. 9th St.	Looking SW
31.	408 S. 7th St.	Looking NW

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 50

Number	Subject	Direction
32.	522 S. 7th St.	Looking SW
33.	510 S. 7th St.	Looking NW
34.	510 S. 8th St.	Looking NW

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 **Page** 1

Introduction

The Las Vegas High School Neighborhood Historic District is a well preserved and cohesive group of buildings and structures associated with the growth and development of Las Vegas as the governmental and commercial center for Clark County and southern Nevada. Constructed primarily between 1928, and the public announcement of the construction of the Hoover Dam, until 1942, and the onset America's involvement in World War II, the district includes most of the homes in Las Vegas built during this period.

In addition, the district also encompasses an educational (Las Vegas High School) and a religious facility (Las Vegas First Ward Church of Latter-day Saints). A substantial number of the residential buildings employ a frame-and-stucco form of construction and various forms of period revival architectural styles. Collectively, this neighborhood encompasses the only extant portion of the city retaining its pre-World War II architectural and historic character.

* The Las Vegas High School Neighborhood Historic District was one of the first residential area outside of the original townsite to be developed. It remains the oldest and most intact today. The district is significant because of its association with the development of Las Vegas during a formative period of its history and is eligible for the National Register under Criterion A.

The neighborhood is also eligible for the National Register under Criterion C, since many of the homes included within this nomination are representative of architectural styles and construction techniques found nowhere else within the city limits. The building stock within the district exhibit the following styles: Mission Revival, Moderne, Pueblo Revival, Spanish Colonial Revival and Tudor Revival. Many of the nominated properties, however, are not readily identified with a recognized architectural style and have been termed vernacular.

Historical Background[24]

From its earliest days, Las Vegas catered to the traveler. In the nineteenth century it served primarily as an oasis on the road to California. Prior to the 1820s, travelers plying the Old Spanish Trail between New Mexico and California swung south of present-day Nevada, following the eastern banks of the Colorado River up to the Needles are and then westward along the Mohave River toward Los Angeles. In the 1820s, explorers like the American fur trapper, Jedediah Smith, blazed new trails through what is today northern Arizona and southwestern Utah, which established Nevada as the new gateway to southern California.

While the first white travelers through the Las Vegas Valley were part of Antonio Armijo's 1829-1830 expedition, the Muddy-Las Vegas-Amargosa River Route was not heavily traveled until the late 1840s. Following the Mexican War, the number of American wagoners multiplied. Beginning in April 1854, travel became even more regularized when Congress established a monthly mail run from Salt Lake City to San Diego through as yet uninhabited Las Vegas and San Bernadino, a town settled by the Mormons just three years earlier. At the same time, Washington acted to safeguard the route by appropriating $25,000 to construct a military road from Salt Lake to the California border. Though unpaved, the thoroughfare was widened and graded to permit the rapid deployment of troops, horses, and military freight wagons. A year later, the Mormons reinforced the trail's permanence by founding a settlement at Las Vegas to provision travelers plying the Mormon Road between Utah and the church's outpost in San Bernadino.

In April 1855, Brigham Young announced plans to colonize Las Vegas (then part of the New Mexico Territory) as part of his policy to extend Mormon influence southwest of California and provide travelers with safe havens along the way. William Bringhurst was chosen to lead a group of settlers "called" to establish the new mission. The party left Salt Lake in May 1855 with the two-fold goal of proselytizing the local Indians while also raising crops to provision needy travelers. After roughly a

---

24 The historical background was originally published in Eugene Moehring's Resort City in the Sunbelt; 1930-1970; Las Vegas: University of Nevada Press, 1989.

month's journey, thirty men, forty wagons, and animals arrived at Las Vegas.

After a brief survey, Bringhurst chose a settlement site about four miles east of Big Springs on a promontory overlooking the northeast end of the valley. For the next year, the men struggled to build a fort large enough to protect their animals, store their crops, and house their mission. The colonist worked throughout the summer preparing adobe bricks. In September construction began on an adobe corral for mules, cows, and other animals. Work then commenced on the large fort, complete with walls ranging from nine to fourteen feet in height with eight two-story houses and a storage building inside.

By February 1856, the building progressed to the point where the colonists could leave the rest of its construction until spring. The settlers nourished themselves all winter with corn, melons, and other crops planted during the summer in 1855. The next two years saw the Mormons struggle with their missionary work, instructing their neighbors in religion and agriculture. Although the Indians were largely cooperative, many undoubtedly agreed to be baptized in return for promised gifts of food and clothing.

Despite much tribulation, the Mormons persevered, extending their fields farther out from the fort walls in 1856. As the colony assumed more of a permanent stature, the Utah government established a post office, "Bringhurst," in honor of the settlement's leader ("Las Vegas" was not used because Las Vegas, New Mexico already existed and there was a standing policy against using the same name for a post office within the same territory or state). The colony's sudden prominence was short-lived. Within a year, Brigham Young would release the colonists from their "call," to end political factionalism which threatened to split the community apart. By August 1858, most of the Mormons had returned to Utah, abandoning Las Vegas to the Indians who then feasted on that year's harvest.

The white man's absence would be brief. Nevada's famous Comstock boom began little more than a year later. Within months, as San Francisco-bound freight wagons hauled tons of silver and gold bullion across the Sierra, a mining fever gripped the entire territory including southern Nevada. In 1861, an old Mormon lead mine at Mt. Potosi began yielding traces of silver in El Dorado Canyon near the Colorado River below the present site of Hoover

Dam. Once again, Las Vegas became the focus of interest, because both mining camps were relatively isolated and therefore in need of food and supplies. There was no permanent settlement until 1865 when a group of men, including Octavius Decatur Gass (a former El Dorado prospector), acquired the rights to the Old Mormon Fort. Gass eventually repaired the old adobe building, renamed it the "Los" Vegas Rancho (to avoid confusion with Las Vegas, New Mexico), and bought out his partners. Gass recognized that the fertile fields and abundant springs could supply the needs of the mushrooming passenger traffic along the Los Angeles-Salt Lake wagon road, while also provisioning the region's mining camps.

Throughout the 1860s Gass provided lodging as well as fresh fruit, vegetables, and hay from his orchards and fields which supplemented a steady trade in supplies and livestock for the distant mining camps. While business was brisk, Gass, a restless prospector at heart, longed for California' mining frontier. His failure to repay a debt eventually put the rancho in the hands of Archibald Stewart, a freight operator from Pioche, Nevada.

In Spring 1882, Stewart and his wife Helen moved south to Las Vegas for what was intended to be a temporary stay. However, Stewart was mortally wounded a short time later in a shoot-out at the nearby Kyle Ranch. Mrs. Stewart, now a widow with children, could not afford to abandon the ranch, so she remained on the property with her family, managing the farm, store, and hostelry. All the while, she looked for a buyer.

Several prospective deals fell through before she finally sold in 1902 to the copper and railroad magnate from Montana, William Clark. The growth of Los Angeles was the key to this transaction as well as later development in the Las Vegas Valley. By 1900, western economic growth demanded greater access to southern California markets from the Salt-Lake-Chicago-New York trade route. Clark had already begun to acquire rights-of-way for his proposed San Pedro, Los Angeles & Salt Lake Railroad linking the Union Pacific mainline in Utah with Southern California.

Purchase of the 2,000-acre Stewart Ranch, along with its water rights, was crucial for several reasons. First, engineers already knew that the valley networks between Los Angeles and Salt Lake lined up in such a way as to make the Las Vegas Valley the most cost-efficient route. Second, Las Vegas lay roughly midway between the two cities, which made it an ideal site for a

railroad midway between the two cities. It also made it an ideal site for a railroad "division point" where crews and locomotives could be changed. Third, Las Vegas, the route's traditional oasis, alone possessed enough water to service not only the steam locomotives, but the new town itself.

After a brief struggle with the Union Pacific (which also wanted to build along the line), Clark negotiated a compromise which awarded his company the right to construct the railroad. The next two years saw feverish construction through Utah, Arizona, and California into Nevada, approaching the Las Vegas Valley from both directions.

As early as 1904, grading work had begun in the region, and Clark's men were utilizing the Stewart ranch as a source of food and water. The railroad itself was completed on January 30, 1905. While plans were announced for the sale of the lots in May at "Clark's Las Vegas Townsite," a small community already existed nearby. A year earlier, J.T. McWilliams, a surveyor and valley resident since the 1890s, had purchased land west of Clark's tracks, platted his own townsite, and sold lots.

The McWilliams' Townsite served as a camp for railroad workers as well as barbers, grocers, saloon-keepers, and dozens of other businessmen who comprised the service sector of the fledgling economy. Moreover, the enterprising McWilliams intended to outflank Clark's town by securing even more settlers from southern California. Throughout 1904, Los Angeles newspapers carried McWilliams' advertisements promoting the town's "splendid climate" and "plentiful supply of the purest water." Lot prices were a major inducement: "first-class, inside business lots" went for $200 and less.

McWilliams' Townsite (which later became West Las Vegas or simply the Westside) continued to attract settlers through the spring of 1905. While Clark's men drove pegs to mark the lots of their newly platted community, business continued booming across the tracks. Even though railroad crews had departed, the Westside continued as a prosperous staging area for oxen and muleteams carrying lumber, food, and other supplies to Bullfrog, Rhyolite, and other boomtowns in the mining districts northwest of Las Vegas.

Once the railroad was completed, more settlers thronged McWilliams' town, pitching their tents in anticipation of lot

sales east of the tracks. As the day of the Clark's Townsite opening approached, the railroad announced that a heavy advance demand for lots would force an auction sale on May 15, 1905. This decision only heightened the land fever, encouraging still more squatters to camp along the banks of Las Vegas Creek.

Adding to the excitement was a trainload of investors who arrived from Los Angeles on May 14, encouraged no doubt by the railroad's promise to refund the round-trip fare of any passenger buying land. On May 15, the large crowd and prevailing optimism combined to produce a flurry of sales. Speculators, prospective storeowners, out-of-state banks, and businessmen all contributed to the railroad's coffers. Of course, the carrier itself did not conduct the auction. A few weeks earlier, the railroad had formed a subsidiary, the Las Vegas Land & Water Company, which handled all land and water transactions.

On May 16, the day after the auction, hundreds of plots were sold, bringing the final total to a little more than half of the townsite's twelve hundred lots. Almost immediately, "Clark's Las Vegas Townsite" bustled with activity as tents and tent-framed buildings were erected along the community's main thoroughfare, Fremont Street (named for "The Pathfinder," John C. Fremont). A parlor car was rolled to the head of Fremont to serve as the temporary railroad station. Almost immediately, passengers and freight began arriving to reinforce the community's infant economy. In addition, dozens of Westside residents, suddenly recognizing the barrier to wagon traffic posed by the railroad crossing, now moved across the tracks and pitched their tent houses and stores on newly purchased lots in Clark's Townsite.

Aside from the predictable growth occasioned by the settlement of a new town, Las Vegas enjoyed added prosperity thanks to Clark's decision to build a branching railroad out of Las Vegas to tap the silver boom districts of Bullfrog and Rhyolite to the northwest. Track construction for that line began almost immediately in 1905, with Clark's Townsite as the staging area for the lumber, steel, food, and other provisions needed to supply the construction crew.

Overnight, Las Vegas became a major transhipment point, as supplies from California and Utah arriving by train were briefly stored before loaded onto wagons for the trip northwest to the advancing construction camps. As usual, progress was feverish. In 1906, the so-called Las Vegas & Tonopah Railroad reached

Beatty and Rhyolite, Nevada; by 1907, it had arrived at its Goldfield terminus.

Las Vegas benefitted further from Clark's decision to build a repair center in town to service equipment on both his southern Nevada lines. As early as 1905, the railroad had provided Las Vegas with substantial facilities, including a Mission Revival-styled station (replaced in 1940 by a more elegant Art Deco successor) and two ice houses (the first destroyed by fire and replaced by a new Armour Ice Plant in 1907) which for years supplied the needs of the freight trains and distant mining camps as well as Las Vegas's own resorts.

As part of its construction program in 1909-1911, the railroad built Hanson Hall, a sprawling two-story concrete building. Surrounded by tracks and elevated loading docks, the structure served as both a warehouse and meeting hall. The company agent's house, located in the center of the yards near the main machine shops, came in 1911. Later, in 1915, the company added more to its complex, erecting a two-story concrete powerhouse just east of Hanson Hall in the yards.

The decision in 1909 to build the repair shops in Las Vegas forced the railroad to expand the stock of workmen's housing. Since Las Vegas was, to some extent, a company town, the railroad felt a paternal obligation to provide its employees with affordable and comfortable housing. With this in mind, the railroad had reserved several blocks along South Second, Third, and Fourth streets. Between 1909 and 1912, the company planned to erect up to 120 concrete cottages. In the end, though, management built only sixty-four, opting then to sell the remaining vacant lots to their employees and offer them liberal building loans.

Thanks to the railroad, Las Vegas survived the Panic of 1907 and saw its payrolls swollen by additional train employees. Despite a brief recession occasioned by a track washout in 1910 (which briefly dropped the local population from 1200 to 800 people), the town prospered. By 1909, Las Vegas's appearance reflected its growing physical maturity. Fremont Street was paved, guttered, and flagged with sidewalks, while over ten miles of secondary street had at least been oiled to reduce the dust. A public school was organized as early as fall 1905; classes were held in a donated building. Then in July 1908, the railroad deeded a two-block parcel bordered by Bridger, Lewis, Fourth, and Fifth streets as a center for future school construction.

Similar to education, water was another major concern - particularly in a desert town. According to deed agreements, the railroad promised to provide the town with an abundant supply. Thus, in August 1905, the Las Vegas Land & Water Company announced plans to build a network of redwood pipes to transport water from the railroad's main line at Main and Clark streets. The first pipes supplied the town's nascent resort industry; indeed, John F. Miller's Hotel at Fremont and Main was the first to receive service.

Subsequent months saw pipes laid down Fremont and through the alleys to the secondary streets north and south of the commercial district. Of course, wooden mains were the railroad's cheap solution to a complex problem. Between 1905 and 1912, pressure dropped repeatedly because of leaks and breaks. In fact a major line burst in 1912, leaving the entire town without water for a day. Even the power plant had to be closed when the lack of water made it impossible to make steam in the generator.

Reliance upon the railroad for service made some local promoters uneasy. In 1907, determined to expand the town's water supply and to liberate themselves partially from the restraints of railroad dependency, a group of local businessmen, including developer and future mayor Peter Buol, banker John S. Park, and others, formed the Vegas Artesian Water Syndicate for the avowed purpose of "boring for artesian water in the Las Vegas Valley."

The group drilled its first well in the Westside in July 1907, hitting water at the 300-foot level. This proved to be the first of hundreds more artesian wells drilled in the valley over the next six decades. The discovery encouraged the creation of an agricultural plan to develop the valley's crop potential. Unfortunately, the soil and the lack of effective irrigation would eventually discourage large-scale agriculture.

However, residential growth more than offset it. The completion of the new railroad shops in 1911 provided a new impetus for urbanization, because the railroad announced its intention of boosting the local work force from 175 to 400 men. The anticipated surge in the housing market immediately led to the platting of additions in the city's residential zone north and south of Fremont Street.

Within months, Mayor Peter Buol opened his own Buck's Addition (between Fifth, Tenth, Linden, and Stewart streets) while Doherty-Sumner prepared the Fairview Tract (Ninth to Fourteenth, Mesquite to Fremont streets) and James Ladd readied his own addition (stretching from Twelfth to Fifteenth streets and Clark to Fremont). With lot prices ranging below $100 and the railroad unwilling to provide water for tracts beyond its townsite, artesian drilling was critical to Las Vegas's future development.

The same booster spirit which inspired the search for water and land promotion also fueled the desire for better government. Local businessmen and land investors particularly resented the 300-mile round-trip to the Lincoln County seat at Pioche. In an age before superhighways, traversing the Nevada desert by car or wagon was an ordeal. As early as 1905, Charles "Pop" Squires, Ed Clark, and other civic leaders had lobbied for either removal of the Lincoln County seat from Pioche to Las Vegas or the creation of an entirely new county. In August 1908, John S. Park, John F. Miller, and other prominent businessmen formed the County Division Committee and enlisted the help of William Clark and the railroad to carve a new southern county out of sprawling Lincoln County. A month later, with the railroad's support, the committee succeeded in convincing the county Democratic and Republican party conventions to endorse a division bill. The 1909 state legislature complied with Las Vegas's request and created a new county (named for William A. Clark) with Las Vegas as its county seat.

Flushed with this victory, local business leaders welcomed the new court and administrative sectors of Las Vegas's economy and formed a chamber of commerce to promote the town further. As one of their first steps in this direction, Ed Clark, Pop Squires, John S. Park, and others in the chamber proposed the incorporation of Las Vegas as a city complete with a charter providing for commission government. At the time, only about one hundred cities in America had adopted the commission form. Clearly, the town's elite, anxious to appeal to businessmen around the west, saw commission government as the kind of positive, forward-looking image that Las Vegas needed to project if it was to attract the interest of American industry.

Crucial to the success of these endeavors were Las Vegas's newspapers. Chief among them was the Las Vegas Age. Created as an independent weekly a month before the town's birth in May 1905, the Age struggled along until 1908 when it was purchased by

Charles Pemberton Squires, a Wisconsin native, whose Las Vegas holdings already included shares in a hotel, bank, and lumberyard as well as interests in the town's power and phone company. A devout Republican, Squires trumpeted the conservative party line for over forty years.

The Age was eventually challenged by the Clark County Review, although the intense rivalry between the two organs would not begin until the arrival of Al Cahlan in 1926. Born in Reno in 1899, Albert Edmunds Cahlan attended the University of Nevada, earning a degree in electrical engineering. A mathematics teacher and coach at Las Vegas High, he gradually developed an interest in journalism. In 1922, he became editor and business manager of the triweekly Elko Free Press before returning to southern Nevada in June 1926 to accept a similar position at the Clark County Review.

Established in 1909 by former Age editor Charles C. "Corky" Corkhill, the weekly underwent several changes of ownership before being purchased by Frank Garside in April 1926. Garside, a longtime newspaperman and Democrat, wanted an editor whose views coincided with his own. Cahlan had expanded the Review to a daily (forcing Squires in 1931 to do the same with the Age). Two years earlier, the Review had absorbed former Governor James Scrugham's short-lived Journal - hence the newspaper's new title, the Evening Review-Journal. For the next two decades the paper would be a mouthpiece for the New Deal, Pat McCarran, and the state's Democratic leadership. Buoyed by a strong booster press and a progressive business leadership, adolescent Las Vegas eyed the future with optimism.

✳ Between 1911 and 1918, the new city enjoyed a welcome burst of prosperity as the Rhyolite-Goldfield-Tonopah-Bullfrog mining districts (along with Goodsprings and other nearby camps) continued producing substantial although steadily decreasing loads of ore. World War I briefly invigorated the mines, as worldwide and nationwide shortages of copper, tungsten, silver, and gold raised prices to the point where even low-grade ores were profitable.

The local mining boom, however, soon ran its course. As the ore gave out, mining districts near Goldfield eventually closed down, forcing the Las Vegas and Tonopah to cease operations in 1919. Subsequent months saw the railroad tear up its tracts and sell the iron and steel for scrap. The gloom continued a while

longer, as the immediate postwar recession cut rail traffic somewhat.

An additional blow came in May 1921 when railroad officials announced Senator Clark's impending sale of the San Pedro, Los Angeles & Salt Lake Railroad to the Union Pacific in return for stock. The transfer of control portended dramatic changes for Las Vegas. While Clark's control of the town had been firm but benevolent, the Union Pacific's hierarchy in New York and Omaha was concerned more with revenues than paternalism.

This became obvious in the Fall of 1921 after the Union Pacific took control and immediately fired sixty repair shop employees. A local strike order set for November was rescinded, but Las Vegas workers enthusiastically supported the great railroad strike of 1922 which idled trains across the country. Violence flared in Las Vegas a week after the strike began when scab crews arrived in town. Eighteen strikers were arrested in the yards for interfering with scab operations and the Federated Shop Craft Union had to bail them out. For several weeks thereafter no trains moved through Las Vegas and the town's economy plummeted as stores closed, freight piled up on sidings, and supplies went unsold. Following the strike, the local economy absorbed another blow when the vindictive railroad moved its repair yards from Las Vegas to Caliente - an action which cost the city three hundred jobs.

Despite the loss of the railroad yards, the town survived. Expansion of the Union Pacific's local stockyards combined with increased rail traffic to keep the town's economy relatively healthy. In the meantime, residents valiantly tried to attract more industry. As part of its promotional effort, Las Vegas sought to improve its physical appearance and attractions. In 1925, the city commission voted to pave Fremont Street from Main to Fifth, and then approved an additional $6,000 to match federal funding for the paving of Fifth Street (the Los Angeles Highway) from Fremont two miles south to the city limits at San Francisco Street (today Sahara Avenue). A drive was also launched to secure federal legislature which would permit more generous national funding for road construction to make Las Vegas more accessible to Californians.

In fact, efforts were under way as early as 1914 to improve auto transportation between southern California and Las Vegas. Between 1914 and 1916, officials of Clark and San Bernadino

counties discussed plans for improving the roads between their two jurisdictions. Supported by these authorities and local automobile clubs, the states of Nevada and California pressured the federal government for funds to oil portions of Highway 91 linking Los Angeles with Las Vegas (the Los Angeles Highway). Improved accessibility also sparked a movement to open an airfield near Las Vegas. In 1926, the town supported efforts by Western Air Express (later, Western Airlines) to begin regular service between Los Angeles and Salt Lake. City leaders encouraged the diversion of flight operations from the original field south of town (today between the Sahara and Hilton hotels) to a new strip and terminal ten miles northeast of the city (today Nellis Air Force base).

The transportation initiative was part of an overall attempt to diversify the town's economy. Part of this strategy involved the marketing of Las Vegas as a "resort city." Since 1905, the town's boisterous clubs had played host to thousands of railroad passengers on train layovers. By railroad order, the sale of intoxicating liquors was limited to Blocks 16 and 17, a zone conveniently located on Fremont Street near the railroad station. Within a few years of the town's founding, the area had evolved into a red-light district as well. During Prohibition, the speakeasies masqueraded as clubs.

Aside from the wide-open atmosphere downtown, Las Vegans also hoped to imitate Tucson and Palm Springs by parlaying their year-round sunshine into something lucrative. There were a number of efforts to promote spas and tourism. In 1924, Edward Taylor, an eastern capitalist, purchased the old Kyle (Kiel) Ranch (a few miles north of the Mormon fort) with the avowed goal of building a dude ranch for vacationers and prospective divorcees. In the meantime, David Lorenzi had already begun construction on his "high class resort" northwest of town. Workers had already dug twin lakes for boating and swimming and were beginning work on a dance hall and tavern. The, in 1927, Las Vegas began development of its first golf course on a tract just south of town (today the Las Vegas Hilton Hotel). Although it would be several more years before the town could boast of an 18-hole golf course, the dirt facility served its purpose.

While these early efforts to lure tourists were mostly unsuccessful, Las Vegans had already begun to glimpse the potential of adding a resort dimension to their transportation economy. Slowly, in the late 1920s, a series of events combined to enhance

the tourist industry. A decade of lobbying for better roads paid off in 1927 with passage of the Oddie-Colton Highway Act. With its budget now substantially enlarged, the federal government's Bureau of Public Roads announced that it would fund the widening (from twenty-one to twenty-four feet) and oiling of the Arrowhead Trail (the Los Angeles Highway).

The announcement of Hoover Dam's approval in 1928 only sped up the effort. By 1931, work on the great highway was largely completed (although some sections were not finished until the New Deal), and Angelenos could easily drive up for a weekend visit to the little casino town. With the legislation of casino gambling in that same year, the stage was now set for the building of the world's premier entertainment city.

Las Vegas' triumph as a world resort was never assured. Virtually no one in the 1920s would have expected the town to blossom into the metropolis that it is today. Lack of water, fertile land, productive mines, and heavy industry made it an unlikely candidate. But the same forces which forged the new west and lured millions of people to the sunbelt, also boosted Las Vegas.

✳ Reclamation projects, New Deal programs, defense spending, air conditioning, interstate highways, jet travel, right-to-work laws, low taxes - all of the factors that promoted Atlanta, HOuston, Phoenix, Los Angeles, and other sunbelt cities, helped Las Vegas, too. Of course, the latter developed more slowly at first and along different lines. Although railroading, manufacturing and especially defense programs all contributed to local growth. Las Vegas did not create the usual trading entrepot or industrial town. Instead, like their counterparts in Miami Beach and later Honolulu, they built a resort city - and more significantly, a resort city based upon casino gambling.

✳ The resort emphasis evolved slowly, not becoming the town's dominant business until the 1940s. It was only a decade earlier that Las Vegas had even begun moving in that direction. The national government was the key, just as it was throughout the sunbelt. Federal spending, and lots of it, triggered the rise of modern Las Vegas. Like towns across the sunbelt and west, Las Vegas benefitted from a sudden outpouring of federal reclamation, relief, and after 1939, defense programs. More importantly, the dam builders, soldiers, and defense workers brought to town by Uncle Sam patronized the city's fledgling casinos, laying the foundation for Las Vegas' resort industry.

Dam spending powered the early economy. Between 1930 and 1939, Washington pumped over $23 million into the area. Of this amount, $19 million went to build Boulder (later Hoover) Dam and Boulder City. As the supply center and distribution point for supplying Boulder City and the construction of the Dam, Franklin Roosevelt's New Deal pledged millions more to outfit Las Vegas with new streets, sewers, and other improvements.[25]

Boulder Dam's construction sustained the initial stimulus for the growth-hungry town. Following the passage of the Boulder Canyon Act in 1928, Las Vegas witnessed nothing short of a revolution: land values soared, population jumped, and construction skyrocketed. Hoover Dam magnified Las Vegas's strategic importance. For a quarter century the town had prospered as a transshipment point, receiving ore and forwarding supplies to southern Nevada's remote mining camps, while also serving as a through route for cargoes traversing the Los Angeles-Salt Lake rail corridor. The dam immediately multiplied Las Vegas's economic assets, awarding the town a substantial water, power, and construction hinterland to the southeast. Blessed suddenly with these new advantages, Las Vegans took the initiative, improving their government, developing new industry and pursuing New Deal funds to expand their town's infrastructure.

The town put on its best face in June 1929 to greet Interior Secretary Raymond Wilbur and Commissioner of Reclamation Elwood Mead who came by railroad to examine the dam site and decide where to base the construction force. Buildings were repainted, streets were washed, and Block 16, the city's red-light district, actually shut down temporarily.

The city's efforts, however, were all in vain. Secretary Wilbur had no intention of basing the huge construction force in Las Vegas. Instead, he preferred building a "government town" on land closer to the dam site. The Interior Department' official announcement came a month later and struck many as a ringing

---

[25] By 1940, Hitler's invasion of Europe brought new rounds of spending just as it had in Los Angeles, Phoenix, Tucson, and other sunbelt cities. Within two years, Las Vegas had an air base, a magnesium plant, and a new suburb to house defense workers. In just over ten years Las Vegas was transformed from a sleepy whistle-stop to a city with prospects.

condemnation of Las Vegas and all that it stood for. The government wanted to avoid the rowdy wide-open atmosphere so characteristic of mining and railroad construction camps.

Aside from morality, logistics also governed the decision. Las Vegas was simply too far from the construction site. Although the town was the perfect hub for routing supplies by rail or truck to the dam site, a sixty-mile daily round trip for 5,000 construction workers was impractical. Though deprived of the payroll pie, Las Vegans still knew that their economy would profit handsomely from the millions of dollars' worth of supplies expected to be shipped through and stored locally.

Townsmen braced for the impending boom. In 1930 alone, even after the government decided to build Boulder City, Las Vegas developers planned forty new buildings. As population mushroomed from 5,200 to 7,500 in just one year, authorities scrambled to handle the growth.

In a daring move, stockholders of Consolidated Power & Telephone split their company into two utilities. While the new Southern Nevada Power made plans to modernize its grid, Southern Nevada Telephone implemented an immediate program to expand its network and add the city's first long-distance service. The city commission approved a series of municipal improvements, including the installation of ornamental streetlights, the purchase of modern sanitation trucks, adoption of the community's first zoning ordinance, expansion of the police department, construction of a new high school (the Las Vegas High School approved by the voters in a 1929 bond election and listed on the National Register 9/24/86) and the extension of the original sewer system into the town's newer neighborhoods. These programs, together with Washington's promise of a large federal building and post office downtown (listed on the National Register 2/10/83).

From its inception, the dam had attracted thousands of visitors. Almost 100,000 came during the first year of construction in 1932 while double the amount visited Las Vegas. In 1933, the dam drew 132,000 people and Las Vegas 230,000. Recognizing the magnetic value of the new "world wonder," the Las Vegas Chamber of Commerce began to bill the city as the "Gateway to Hoover Dam." And so it was; by 1934 the numbers ballooned to 265,000 and 300,000 respectively. Throughout the 1930s, 75 per cent of

those visiting Hoover Dam also stopped in Las Vegas, and these totals grew every year.

The reasons were obvious: Hoover Dam was a tribute to modern engineering. Towering 726 feet high, it was 300 feet taller than any other dam in the world. Its mere construction was a spectacle. As early as May 1931, visitors watched in awe as hundreds of workers struggled to build the coffer dam, lay Boulder's foundation, and drill the tunnels to divert the Colorado around the construction site. The work force grew to 4,200 by April 1932 before peaking at 5,251 in July 1934. The dam's construction and the trials faced by the men who built it reclaimed much of the southwest and rescued Las Vegas from a whistle-stop fate.

In every way the dam transformed the little desert town. The physical dimension was obvious, as warehouses and yards multiplied along the railroad tracks north and south of Fremont Street to meet the demand for building supplies. Las Vegas also became an administrative hub. Even though the town had failed to secure the base camp for the construction force, it nevertheless functioned as the hiring center.

In the Fall of 1930 Leonard Blood, the superintendent of the U.S. Employment Office in Las Vegas, began processing job applications for work on the project. Within days the hiring hall on North Main Street began filling up with hopeful applicants lured from around the country by prospects of good-paying jobs (many of whom became residents of the proposed historic district).

The influx of workers immediately overwhelmed the town's limited housing stock. Within weeks a "Hoover City" of shacks, tents, and shanties sprang up on North fifth Street near the Woodlawn Cemetery. Although many men eventually gained employment, thousands more were disappointed. The dam brought unprecedented prosperity and notoriety to Las Vegas while also inundating the town with thousands of desperate people from around the nation.

Despite the recession for a portion of the city's population, most residents enjoyed unparalleled prosperity. From the beginning, investors recognized that Boulder Dam would enlarge Las Vegas. In 1930, developers built over $1.2 million worth of new structures. Many were small houses whose rooms could be easily partitioned off to form several apartments. Dozens of landlords were local residents and businessmen who merely speculated in

lots located in the newer additions south and east of Clark's Townsite and the original central commercial core of the city.

Some tracts were also built by investors and recent migrants from California, Arizona, and Utah. Aside from dwellings, the construction boom also included new office and warehouse structures. Between 1930 and 1932, many of the old wooden buildings downtown yielded to taller, more substantial successors. The Union Pacific, for example, upgraded its facilities by spending $400,000 for yard improvements and a more spacious terminal while local Masons erected a modern temple valued at $110,000. Clark County commissioners approved an $80,000 loan for a courthouse addition designed to service the increased caseload resulting from the local population increase.

Everyone knew that even if Boulder City housed the work force, the dam would still accelerate the urbanization of Las Vegas. The rippling effects of increased wholesaling, retailing, warehousing, administration, and tourism would inevitably boost the railhead's population, thereby forcing the expansion of business and residential districts. To prepare for these changes, the city commission in 1931 authorized bonds of $165,000 to pave, widen and extend existing streets and $150,000 to expand the current sewer system into the town's new additions. At the same time, the city was completing a large new high school to handle the growing number of students expected from Boulder City and the nascent subdivisions on the edges of Las Vegas.

The construction of the Art Deco Las Vegas High School in 1930 provided a convincing selling point for the previously-platted Wardie Addition.[26] Although considered somewhat distant from the center of town, the addition was "located most advantageously with reference to the new $350,000 high school."[27] The South Addition, platted in 1926 by the Hawkins Land and Water Company, also benefitted from the construction of the high school. Once issues surrounding the issue of supplying water to these addi-

---

[26] The Wardie Addition was laid in 1913 by the Southern Land and Water Company. It was not until the 1920s, however, that building lots were developed, primarily because the developers had a great deal of difficulty in obtaining water rights.

[27] September 17, 1930, Las Vegas Review-Journal.

tions were settled in 1933, development could proceed accordingly.

Expanded medical care was another priority. In December 1931, local physicians met that challenge by opening the modern Las Vegas Hospital at Eighth and Ogden. In addition to these local efforts, Washington also contributed to the town's physical plant by spending $300,000 for an impressive post office. This project was related to the construction of the new federal building in City Hall Park, which confirmed Las Vegas as the administrative center for all federal offices in southern Nevada. This move, combined with the town's county seat status, added a valuable administrative dimension to the local economy for years to come, as legal offices, accounting firms, and related businesses clustered around the downtown area.

Aside from these improvements, the dam inspired the enlargement of the business district surrounding Fremont Street. Much of the downtown construction involved hotels, as Nevada's recent legislation of gambling teamed with the population growth occasioned by the dam to fuel a recreation boom. Anxious to control and derive revenues from the state's substantial underground gaming industry, Nevada's legislature legalized gambling in February 1931; even before statehood and despite the best efforts of mining districts to outlaw it, gambling had been a popular tradition on Nevada's frontier.

When the legislature legalized gambling in 1931, it awarded cities and counties full power to collect taxes and issue gaming licenses. In Las Vegas, major club owners, anxious to retain their customers, wanted to be licensed. Clark County commissioners first issued gaming licenses for slot machines only; permits for other games came later. The city of Las Vegas acted cautiously at first, issuing only six licenses in April 1931.

The municipality passed a red-lining ordinance confining the industry to Fremont Street between First and Third. Subsequent years saw the district expanded to Fifth Street and beyond, but (except for the Moulin Rouge in 1955) town authorities were careful to prevent casino activity from spilling over into residential neighborhoods. Despite the restrictions, gambling quickly became a dynamic new industry in Las Vegas, thanks to thousands of dam workers who provided a ready market for casinos.

Las Vegas's nascent recreational economy began to shape the town's urbanization. Aside from growth downtown, a group on new clubs scattered along the Boulder Highway catering to dam workers, stretched Las Vegas's urbanized zone to the southeast. To accommodate club employees who needed housing near their jobs, homebuilders in 1931 began to develop the new Sunrise Addition.

Aside from residential development, the dam-inspired influx of tourists, workers, and contractors exposed the town's appalling shortage of hotel rooms. To ease the strain, existing hotels expanded. The two-story Nevada Hotel near the railroad station added a third floor in 1931, while farther down Fremont, the MacDonald added sixteen more rooms.

Besides more rooms, Las Vegas desperately needed a first-class hotel. Fortunately, investors rushed in to fill both pressing needs. In July 1931, pioneer businessman Cyril Wengert sold his home on Fifth and Carson for $3000 to the Virginia Hotel Corporation, which soon erected a building. In fact, the rapid change of land use from residential to commercial-recreational, forced many pioneer families into the nearby suburbs. The town's first "luxury" hotel, the Apache, opened in March, 1932. It contained the city's first elevator, which carried guests to an elaborate third-floor banquet room which seated 300 people. The Apache Bar and Casino, outfitted with $50,000 worth of furnishings, was easily the most elegant in southern Nevada. Thanks to the impetus of Hoover Dam, Las Vegas began to recognize the importance of building better hotels to attract a more affluent clientele.

As the 1930s wore on, the dam and the hotels combined to attract other industries to town. A direct by-product of population and club growth was Coca Cola's decision in 1934 to build a bottling plant to service residents and guests. Food distributors and small hotel supply firms also began to cluster in town. Eventually, the growing resort industry supported a small convention business. Las Vegas's first major convention, consisting of 5,000 southern California Shriners, came in November 1935, with the Union Pacific ferrying the delegation up from Los Angeles. Such meetings were not only profitable for the hotels but residents as well, since almost half the town's inhabitants regularly rented out spare rooms to tourists.

Technological advances enhanced the town's popularity. New "cooling systems" were a case in point. First developed for theatres, department stores, and other large concerns, "swamp

coolers" began appearing in homes by 1930. Nowhere was the new device embraced more universally than in Las Vegas. Thanks to Hoover Dam's cheap electricity, swamp coolers revolutionized living in the desert town. In earlier decades women and children had retreated in the summer months to California or Mt. Charleston, a nearby mountain and National Forest, leaving the heat to the men; but swamp coolers and later air conditioning ended this practice.

The election of Franklin D. Roosevelt dramatically changed this outlook. By the Spring of 1933, the president's braintrust had already mapped out an ambitious strategy to promote relief and recovery. Within months, the New Deal boldly came to the aid of cities across the nation building bridges, subways, freeways, and airports. Sunbelt cities were major beneficiaries, especially the urban southwest. With funds in short supply, Mayor Ernie Cragin, the city commission, and the chamber of commerce wasted no time lobbying Nevada's congressional delegation, especially influential Democratic Senators Key Pittman and Pat McCarran, for federal help.

For the first six years of the Roosevelt administration, federal spending funded several public works projects, which improved the city's quality of life and provided a foundation to support new rounds of expansion in the 1940s. With Senators Pittman and McCarren casting vital swing votes for many New Deal programs, the Roosevelt Administration was particularly responsive to the needs of urban Nevada. Between 1934 and 1935, Civil Works Administration and Federal Emergency Relief Administration workers had repaved over fifty-eight blocks. Much of the work was in the suburbs, where the "dust menace" had long been a problem.

The New Deal also "finished" the half-built City Park (located on the old fairgrounds between Stewart, Washington, Fifth and Main), equipping it with trees, driveways, baseball fields, and other recreational facilities. Then, following a major fire in May 1934 which gutted the city's old high school (which now functions as a grade school) Public Works Administration officials agreed to build a new grade school at Fourth and Bridger (today the Clark County Courthouse Annex and listed on the National Register of Historic Places).

Having already acquired a new post office and federal building, Mayor Cragin and other leaders of the emerging recreation city

now pushed for a convention center. With Boulder Dam scheduled for completion in 1936, everyone knew that tourists would eventually have to replace the construction workers if the town's fledgling casinos were to prosper.

For several years a convention center had been supported by Las Vegas's forty or more fraternal lodges who had repeatedly suggested that the town build a multi-storied structure with a hall and offices sufficient to host large convention meetings. Financing would come from the lodges renting space. But it would not be enough. A solution was finally reached in the Fall of 1934 when the town's American Legion Post #8 agreed to build a War Memorial Building in honor of local veterans. The city donated a parcel of land (today the site of city hall) and the Legion pledged $5000. Construction, however, could not begin until another $80,000 could be secured.

Enter the federal government. Satisfied that the building would qualify as a "civic auditorium" and thus fulfill its project guidelines, the Works Progress Administration (WPA) contributed $80,000 worth of free labor and materials. When it opened in 1936, the War Memorial Building provided Las Vegas with its first major venue for conventions - a major step toward developing a full-scale resort economy.

The New Deal continued to build facilities that would eventually contribute to Las Vegas's emergence as a resort city. Thanks to the WPA, a public golf course and fish hatchery (in the City Park) for newly created Boulder Lake (today Lake Mead) both opened in 1937. Access to Las Vegas was also improved when New Deal funding finished the paving and widening of the Los Angeles Highway - an event which forever abolished southern Nevada's remoteness. Of course, townsmen recognized that airplanes were the key to smashing the desert barrier between Las Vegas and California. Spirited efforts by Mayor Cragin and his successors to secure WPA or PWA funding for a modern new airport met with enthusiasm in Washington. But Western Air Express, owner of the existing municipal facility north of town, provided a formidable opponent. Unwilling to surrender its monopoly of Las Vegas air travel, Western successfully thwarted every city initiative in Washington - until World War II began in 1939.

The New Deal not only shaped the city's physical plant but its political system as well. In his 1935 bid for re-election, Mayor Ernie Cragin credited his close contacts with the Roosevelt

now pushed for a convention center. With Boulder Dam scheduled for completion in 1936, everyone knew that tourists would eventually have to replace the construction workers if the town's fledgling casinos were to prosper.

For several years a convention center had been supported by Las Vegas's forty or more fraternal lodges who had repeatedly suggested that the town build a multi-storied structure with a hall and offices sufficient to host large convention meetings. Financing would come from the lodges renting space. But it would not be enough. A solution was finally reached in the Fall of 1934 when the town's American Legion Post #8 agreed to build a War Memorial Building in honor of local veterans. The city donated a parcel of land (today the site of city hall) and the Legion pledged $5000. Construction, however, could not begin until another $80,000 could be secured.

Enter the federal government. Satisfied that the building would qualify as a "civic auditorium" and thus fulfill its project guidelines, the Works Progress Administration (WPA) contributed $80,000 worth of free labor and materials. When it opened in 1936, the War Memorial Building provided Las Vegas with its first major venue for conventions - a major step toward developing a full-scale resort economy.

The New Deal continued to build facilities that would eventually contribute to Las Vegas's emergence as a resort city. Thanks to the WPA, a public golf course and fish hatchery (in the City Park) for newly created Boulder Lake (today Lake Mead) both opened in 1937. Access to Las Vegas was also improved when New Deal funding finished the paving and widening of the Los Angeles Highway - an event which forever abolished southern Nevada's remoteness. Of course, townsmen recognized that airplanes were the key to smashing the desert barrier between Las Vegas and California. Spirited efforts by Mayor Cragin and his successors to secure WPA or PWA funding for a modern new airport met with enthusiasm in Washington. But Western Air Express, owner of the existing municipal facility north of town, provided a formidable opponent. Unwilling to surrender its monopoly of Las Vegas air travel, Western successfully thwarted every city initiative in Washington - until World War II began in 1939.

The New Deal not only shaped the city's physical plant but its political system as well. In his 1935 bid for re-election, Mayor Ernie Cragin credited his close contacts with the Roosevelt

administration (and Senator McCarran) with helping him "save individual property owners over $100,000 in street, park, sidewalk and curb and gutter improvements." Moreover, Cragin boasted that his re-election would only ensure more public improvements. Indeed, he promised to "complete the pavement of our streets at low cost . . . finish our municipal park [and] proceed with sidewalk and curb and gutter improvements . . . [which] will provide employment for many of our citizens who are now out of work."

City tax revenues fell steadily throughout the 1930s as a mild recession signaled the end of the Boulder Dam bonanza. Between 1935 and 1940 Las Vegas revenues from property taxes collected within Clark County dropped from $1.50 per $5.00 of assessed valuation to $1.05. Gaming, gasoline, and other tourist-related taxes kept the town afloat, reinforcing the view of many local business leaders that continued prosperity could best be ensured by developing a recreational economy.

The departure of thousands of dam workers and their families coupled with a reduction of New Deal spending in 1937 to slow the Las Vegas economy. Local promoters focussed their sights on tourism. As a "Gateway to Hoover Dam," Las Vegas was already attracting 300,000 tourists annually. In an attempt to attract more, local Elks in 1935 announced plans to exploit the town's wide-open frontier image with a "Helldorado" rodeo. The next year saw construction of a Helldorado Village complete with wooden sidewalks, hitching posts, watering troughs, town pumps, and other western artifacts.

The divorce trade also became a growing source of revenue for Las Vegas in the late 1930s. While the sheer number of cases became more significant after World War II, one cannot overestimate the publicity value gained in the late thirties from such celebrated media events as the Clark Gable-Ria Langham divorce. Bursting upon Las Vegas in early 1939 to fulfill Nevada's six-week residency requirements, Mrs. Gable became the focus of national attention.

Local casino owners were quick to cash in on the media attention. Former Los Angeles gambler Guy McAfee timed the opening of his 91-Club to coincide with the Gable divorce publicity, while owners of Fremont Street's big four casinos - the Las Vegas Club, Apache, Northern and Boulder Clubs - all announced significant expansion programs. In the months following the Gable divorce

decree (March 7, 1939), "all the world began to show up at Las Vegas to get their own divorces where Ria and Clark got theirs." Celebrities, industrialists, and middle-class Californians descended upon Las Vegas by the thousands during the war years and beyond. To handle the influx, investors remodeled the old Kyle Ranch north of town in 1939 and created Las Vegas's first haven for prospective divorcees, the Boulderado Dude Ranch.

Following Hitler's invasion of Europe and the British retreat from Dunkirk, the Roosevelt Administration was preparing for possible war. With the advent of modern bombers and their threat to coastal cities, Las Vegas, Pocatello, Salt Lake, Phoenix, Albuquerque, and other western cities became ideal locations for defense plants and military installations. Moreover, the sun-belt, with its year-round flying weather, was well-suited for the training of pilots, gunners, and bombardiers.

In the end, World War II would change the American west forever. The national emergency would diversify the region's economy from the earlier reliance on mining and agriculture to an expanded role in manufacturing and science. With America's entry into the Second World War new forms of federal investment for the construction the Nellis Air Force Bombing and Gunnery Range (now Nellis Air Force Base) and Basic Magnesium Industries (in Henderson) stimulated the local economy. The post-war period saw the establishment of the Nevada Proving Grounds ninety miles northwest of Las Vegas, another economic stimulant.

To some extent, the city's effusive support for Hoover Dam, President Roosevelt (who carried the town handily in every election), and the New Deal encouraged the War Department to build in the region. The militarization of the Las Vegas area dates from June 1940 when the War Department began constructing a small marine auxiliary base at Boulder City's airport consisting of a hangar, storage tanks, and a dormitory for crews servicing navy planes.

Of greater importance, however, was the new airport Las Vegas hoped to receive as a by-product of President Roosevelt's program to strengthen western air defenses. For the previous five years, Western Air Express had successfully blocked efforts to use New Deal funding to build a municipal airport on its property. Now, with American security threatened by Hitler, federal officials brushed aside the company's interests. In the summer of 1940 the Civil Aeronautics Authority pledged $340,000 to help purchase and

upgrade Western's facility eight miles northeast of town (today Nellis Air Force Base) for joint commercial and military use. Supported by the Junior Chamber of Commerce and other civic organizations, city and county officials pursued the offer. On October 5, 1940, the city of Las Vegas offered the airport to the Army Air Corps for a dollar a year rental. By early January 1941, the city had acquired the site from Western and so, on January 23 of that year the air corps signed a lease with the town. Army officials approved building plans in March. Ultimately, the army spent over $25 million, providing the base with hangars, storage facilities, barracks, fuel tanks, a 4,000-foot east-west runway and a 5,900-foot north-south counterpart. A third runway plus grading, drainage, and hangars finally gave Las Vegas a decent airport for joint military and commercial airline use. Gradually, the War Department revealed its plans for the field. It was not to be an air base but an air training school - a million-acre shooting range to prepare army pilots and gunners for airborne combat.

Townsmen rejoiced as they contemplated the vast payroll harvest that Clark County casinos and businesses would reap. By October 1941, with land condemnations finalized by the courts and federal marshals clearing that last stragglers out of the southeastern Nye County, the new center began operations. During the next few months hundreds of recruits arrived at the base, swelling the population of North Las Vegas and, for the duration of the war, partially offsetting the tourist loss on Fremont Street. Actual air-to-air training began soon after Pearl Harbor on January 13, 1942.

As the Pacific war intensified and America prepared for its great counterattack following the Battle of the Coral Sea, the Las Vegas Air Gunnery School trained gunners at a frantic pace. By May 1942, the program graduated classes of 4,000 students every six weeks. Then in 1944, as the United States prepared for the eventual invasion of Iwo Jima, Okinawa, and Japan itself, the base's vast gunnery ranges were expanded to almost 3.3 million acres. In the Spring of 1945 fighter planes joined the bombers at Las Vegas and the nearby Indian Springs base, bringing the gunnery school's manpower to almost 13,000 men and women.

But there was more. Thanks to the efforts of Nevada Senator Pat McCarran and utility official, the army began erecting barracks at Boulder City to house troops assigned to protect Boulder Dam from saboteurs. It was expected that, when completed, "Camp

Sibert" would support over 700 men - another payroll boost for the local economy. By 1941, Camp Sibert, the gunnery school, and a growing number of bases in the government's Desert Warfare Center in Arizona, southeastern California, and southern Nevada would dramatically swell revenues for Las Vegas's emerging casino industry.

* But soldiers were not the only new players at the tables. In 1941, the federal government announced plans to build a giant magnesium plant near town. Once again, Las Vegas was part of a larger story. Because of feverish dam construction programs in the 1930s, southern and western cities - with their new sources of cheap power and water - had become prime sites for war industries. Thanks to the influence of Arizona Senator Carl Hayden, for instance, Phoenix had already been ringed with air bases and was in the process of securing a hugh aluminum extrusion plant. Similar projects were also under way in New Mexico, Texas, California, and southeastern sunbelt states.

Aside from Pat McCarran, the driving force behind the Las Vegas factory was Howard Eells, an obscure Cleveland businessman whose firm held the patent for a particular type of refractory which could be manufactured from either magnesite or brucite. In the 1930s Eells's company, Basic Refractories, manufactured heat-resistant bricks for the inner walls of high-temperature furnaces. Anxious to relocate a large, dependable supply of the needed raw materials, Eells's geologists examined deposits from around the west. Impressed by the high grade and size of the brucite and magnesite deposits on public lands near Gabbs, Nevada, Eells acquired the mineral rights and began shipping the ore to Ohio in 1936.

Once World War II began, Eells recognized the potential value of his deposits for the manufacture of war material. He dreamed of making record profits, but two major companies blocked his way. Prior to the war, Dow Chemical and Alcoa Aluminum had largely monopolized magnesium production and fabrication in the United States. These firms, along with their British and German counterparts, controlled the valuable patents for chemical processes used to transform magnesium into tracer bullets, flares, bomb casings, fuselage components, and other key defense products. Smaller concerns like Basic Refractories were normally excluded from these activities. But World War II suddenly changed everything.

For their part, Nevada officials allied with Eells to get the Basic plant near Las Vegas. For years chamber of commerce leaders, determined to minimize the boom and bust cycles associated with reliance upon the mining industry, had struggled to provide Las Vegas with an industrial base. Despite the proximity of low-cost dam power and Lake Mead water, no corporation had been willing to invest the $7 million required to build a pipeline, pumping station, and power transmission lines. Enter Nevada Senators Key Pittman, Pat McCarran, and veteran Congressman James Scrugham. This influential trio allied with former Nevada Senator Charles Henderson, now chairman of the powerful Reconstruction Finance Corporation, to push federal funding of the factory. Actually, the factory should have never been built. California had the plant capacity, and American firms owned the patents (which they would not share with Eels) to chemical processes more efficient than the one this plant would employ. Nevertheless, the Roosevelt administration approved RFC funding for the factory in southern Nevada.

Ultimately, the magnesium plant would spawn a new industrial suburb - Henderson. The original plans in 1940 did not provide for a town, just a large factory fifteen miles southeast of Las Vegas on a barren hillside west of Boulder Highway. While Las Vegas expected to house the workforce, Eels preferred Boulder City whose atmosphere was more conducive to discipline. The Bureau of Reclamation, however, balked at the scheme, claiming that little Boulder City lacked the housing and services to accommodate an extra 10,000 workers and their families.

Throughout the summer of 1941 Las Vegas city leaders fought to prevent the construction of a new town near the magnesium factory. Naturally, federal officials were also anxious to avoid the expense, but by fall government surveys clearly demonstrated that Las Vegas lacked the water, sewer, and other utilities necessary to service an immediate population increase of 10,000 people. To a large extent, the gunnery school's drain on local services convinced the government (more specifically the Office of Price Management) in November 1941 to build the Basic Townsite. To forestall this move, the city commission pledged support for a bond election to finance the sewage treatment plant, but it was too late. Las Vegas should have expanded its capacity years earlier; the sudden war boom had caught the town by surprise.

Las Vegas businessmen, having been deprived a decade earlier of Hoover Dam housing, demanded that Washington lift wartime building restrictions locally and provide funding to extend the city's infrastructure. Under prodding from Senator McCarran, the Defense Plant Corporation (an RFC subsidiary) struck a compromise, approving a separate but "temporary" townsite of "demountable homes" while also granting one thousand additional building permits for Las Vegas. 1941

Summary

All the forces at work on the development of Las Vegas had their impact on the development of the Las Vegas High School Neighborhood Historic District. Since that time, the neighborhood has remained fairly stable up until the 1960s when many of the original residents began moving out. It has since been undergoing a transition to professional office use.

The Las Vegas Department of Planning and Community Development has targeted this area for conservation and redevelopment and has instituted a number of regulatory controls to preserve its neighborhood ambience and residential character. The Preservation Association of Clark County, a private non-profit devoted to the area's history and physical heritage, has been working with the city in establishing a historic preservation ordinance with particular attention paid to how such an ordinance might help protect and preserve this historic resource.

9. Major Bibliographic References.

Charles Hall Page and Associates. Historic Preservation Inventory & Planning Guidelines: City of Las Vegas. San Francisco: Charles Hall Page & Associates, 1973.

Hulse, James. W. "W.A. Clark and the Las Vegas Connection," Montana, The Magazine of Western History. 37 (Winter 1987) 48-54.

Geary, Kim and Jane Kowaleski. Historic Resources of Central Las Vegas. Three Volumes. Las Vegas: Nevada State Museum and Historical Society, 1984.

Jones, Florence Lee and John F. Cahlan. Water: A History of Las Vegas. Las Vegas: Las Vegas Water District, 1975.

Las Vegas Age.

Las Vegas City Directories; 1926-1973.

Las Vegas Review-Journal.

McBride, Dennis. "Grand Canyon-Boulder Dam Tours, Inc.: Southern Nevada's First Venture into Commercial Tourism." Nevada Historical Society Quarterly. 27 (Summer 1984) 92-108.

_____. In The Beginning: A History of Boulder City, Nevada. Boulder City, Nevada: Boulder City Chamber of Commerce, 1981.

Moehring, Eugene. "Las Vegas and The Second World War." Nevada Historical Society Quarterly. 29 (Spring 1986) 1-30.

_____. "Public Works and the New Deal in Las Vegas, 1933-40." Nevada Historical Society Quarterly. 24 (Summer 1981) 107-129.

_____. Resort City in the Sunbelt: Las Vegas, 1930-1970. Las Vegas: University of Nevada Press, 1989.

Paher, Stanley. Las Vegas: As It Began - As It Grew. Las Vegas: Nevada Publications, 1971.

Pasquale, Verona and Cheryl Rose Crockett. "The End of the Line? The Railroad Cottages of Las Vegas, Then and Now." Nevada Historical Society Quarterly. 27 (Winter 1984) 269-277.

Wright, Frank. "Las Vegas Hospital." National Register Nomination. July 1987. [On File with the Division of Historic Preservation and Archeology.]

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

10. Geographical Data:

UTM References: A: Zone 11 Easting 667,360 Northing 4,003,720
B: Zone 11 Easting 667,565 Northing 4,003,610
C: Zone 11 Easting 667,380 Northing 4,003,080
D: Zone 11 Easting 667,030 Northing 4,003,080

Verbal Boundary Description:

The area encompassed by the nominated historic district begins at a point 150'0" east of the junction of South Seventh and East Bridger Streets and proceeds along the northern boundary of the property line for the Las Vegas High School until the centerpoint of the junction of South Ninth and East Bridger Streets; thence southerly along the eastern property line of the Las Vegas High School until East Clark Street at its junction with South Ninth Street; thence easterly along the northern property line of the Las Vegas Church of Latter-day Saints until the center of the alleyway situated between South Ninth and South Tenth Streets; thence southerly along the alleyway situated between South Ninth and South Tenth Streets until the center of East Garces Street; thence westerly along the center of East Garces Street until the centerpoint of the junction between East Garces and South Ninth Streets; then southerly along South Ninth Street until even with the southern property lines of 704 South Ninth Street and 707 South Eighth Street, then westerly along these property lines until the center of South Eighth Street; thence northerly along the center of South Eighth Street until the centerpoint of the junction between East Garces and South Eighth Streets; then westerly along the center of East Garces Street until the centerpoint of the junction of East Garces Street and the alleyway situated between South Seventh and South Eighth Streets; thence southerly along the center of the alleyway situated between South Seventh and South Eighth Streets until the centerpoint of the junction between the alleyway situated between South Seventh and South Eighth Streets and East Gass Street; thence northerly along the center of South Seventh Street until even with the southern property lines between 720 South Seventh Street and 714 South Seventh Street until the center of the alleyway situated between South Seventh Street and South Sixth Street; thence northerly along the centerpoint of the junction with East Garces Street; thence westerly along the center of East Garces Street until the centerpoint of the junction between East Garces Street and the alleyway situated between South Sixth Street and Las Vegas Boulevard (also known as Fifth Street);

thence northerly along the center of the alleyway situated between South Sixth Street and Las Vegas Boulevard until the centerpoint of the junction between the alleyway situated between South Sixth Street and Las Vegas Boulevard and Bonneville Street; thence easterly along the center of Bonneville Street until the centerpoint of the junction of Bonneville and South Sixth Streets; thence northerly along the center of South Sixth Street until even with the northern property line of 421 South Sixth Street; thence easterly along the northern property line of 421 South Sixth Street until the center of the alleyway situated between South Sixth and Seventh Streets; thence northerly along the center of the alleyway situated between South Sixth and Seventh Streets until the centerpoint of the junction of East Lewis Streets and the alleyway situated between South Sixth and Seventh Streets; thence easterly along the center East Lewis Street until the centerpoint of the junction between East Lewis Street and South Seventh Street; thence northerly along the center of South Seventh Street until the point of origin.

Boundary Justification:

The boundaries of the proposed historic district were drawn to include those areas that meet Criteria A and/or C and have retained sufficient integrity to qualify for the National Register of Historic Places.

The boundaries for the historic district were drawn so as to exclude from nomination those areas immediately outside the district, representing relatively recent developments from 1942 until the present.